

**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 2/8/2012

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TO: Tony Anziano, Program Manager /			FILE: <b>E.A.</b> 04 - 0120F4	
FROM: Kannu Balan, Senior TE			<b>CO-RTE-PM</b> SF-80-13.2/13.9	
			<b>FED. NO.</b>	
CCO#: <b>85</b>	SUPPLEMENT#: <b>0</b>	Category Code: <b>CXSA</b>	CONTINGENCY BALANCE (incl. this change) <b>\$113,813,658.58</b>	
COST: <b>\$908,787.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>CCO DESCRIPTION:</b> Elevator Details			<b>PROJECT DESCRIPTION:</b> CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: <b>2490</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>501</b> Day(s)	Percentage Time Adjusted: (including this change) <b>20</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>3</b>

**THIS CHANGE ORDER PROVIDES FOR:**

Revising the Tower elevator. Revising ship ladder supports at 15 m. Adding grating at 127 m for a new elevator stop.

Revising Special Provisions Section 10-4.05 "ELEVATOR."

Design requested these elevator changes. Sufficient details were not provided in the Contract Plan Sheets for the elevator supports, safety enclosures, and gates, therefore these details are clarified and upgraded. ASME A17.1-1996 was in effect at the time of the project bid and the Contractor will be compensated for changed requirements due to the current ASME A17.1-2007 code. The elevator controller room enclosure height is revised to meet the new code requirements. An additional elevator stop is provided at elevation 127.85 m for maintenance operations. The elevator stop at 54.97 m and front cab door are eliminated since the Vacuum Abrasive Blasting platform was deleted in CCO 114 (Handrail and Platforms) and access is no longer needed. The elevator cab is redesigned to include windows, which added weight to the cab requiring larger motors. The door is changed to a single power assisted vertical opening to accommodate the additional weight from adding glass panels. The elevator door width and opening orientation are changed to alleviate safety concerns. The elevator cab will be painted to match the color of the bridge. The flooring and roofing materials are changed to aluminum to reduce car weight and increase durability. The maintenance landing ladder is changed to a ships ladder to provide better maintenance access, which did not leave enough clearance for the controller and it will be relocated. The buffer system is changed to hydraulic to better protect the glass cab during a buffer engagement. Safety doors will have keyed access to prevent them from opening when access gratings are removed. Safety enclosures (16 total) were added at strut facades where there are no elevator stops.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 236, 538, 818, 994R0, 1851, 1951, 1975, 2249R1, 2377, 2587, and TC-RFI-0057 with respect to changes listed above.

The total cost of this change order is \$906,334.00 lump sum and \$2,453.00 increase in contract items for a total of \$908,787.00 for this change, which can be financed from the contingency fund. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order has concurrence from Tony Anziano (Program Manager), William Casey (Supervising TE), Rich Foley (HQ Liaison), Ken Terpstra (Project Manager), Wenyi Long (Bridge Design), Jing Chen (District Design), and Lina Ellis (Maintenance).

Toll Bridge Program Oversight Committee (TBPOC) approved this change order on December 1, 2011, for a value not to exceed amount of \$1.4M.

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EA: 0120F4 CCO: 85 - 0

DATE: 2/3/2012

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<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>		
Construction Engineer:	William Casey, Sup TE	Date 11/22/11	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	CT Oversight, Wenyi Long, P.E.	Date 9/14/11	ITEMS	\$2,453.00	\$2,453.00
Project Engineer:	District Design, Jing Chen	Date 9/14/11	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Proj Manager, Ken Terpstra	Date 12/1/11	AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:	HQ, Rich Foley	Date 12/1/11	ADJUSTMENT	\$906,334.00	\$906,334.00
Environmental:		Date	<b>TOTAL</b>	<b>\$908,787.00</b>	<b>\$908,787.00</b>
Other (specify):	Struct. Maint, Lina Ellis	Date 9/15/11	<b>FEDERAL PARTICIPATION</b>		
Other (specify):	TB Program Manager, Tony Anzian	Date 12/6/11	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	HQ, Bob Molera	Date 7/13/09	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date	FEDERAL FUNDING SOURCE    PERCENT _____ _____ _____		